

The Indiana Teamster

"Serving the Indiana Teamster Movement"

Vol. 1

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No. 6

MORGAN PACKING COMPANY'S SCAB-DRIVEN TRUCKS KILL 8!

Teamsters Win Decision in Yakima Strike!

Wage Raises Result From Board Ruling

**Vice-President Dave Beck
Was Master Strategist
of Nationwide Fight**

WASHINGTON—TNS—Fifteen hundred Yakima apple workers, who have been on strike for over four months, went back to work with improved wages and working conditions, as the result of a decision handed down this month by the Tree Fruits Labor Relations Committee of the newly-created War Labor Board.

The Fruit Packers' and Warehousemen's Union, Local 760, signed the agreement ending the strike between three AFL unions and thirty-four packing plants in Yakima.

The strike was the first nationwide test of concerted action on the part of the International Teamsters' Union and its affiliates.

Beck, Master Strategist

Dave Beck, dynamic International Vice-President and head of the Seattle Joint Council of Teamsters, was the master strategist behind the entire fight from start to finish. Beck conceived the idea of carrying the campaign directly to the centers where the Yakima apples are marketed. For his brilliant direction of this strike, Beck received unanimous commendation from the International Executive Board meeting in Miami this month.

An important factor in the winning of this strike was the brilliant handling of the publicity by Ed Donohoe, crusading associate editor of the **WASHINGTON TEAMSTER**, official publication of Joint Council No. 28. Mr. Donohoe wrote hundreds of news releases which were sent out daily to the labor and daily press of the nation exposing the unfair tactics of the apple growers, and he kept the Local Unions fully informed as to the progress of the strike.

Commenting on the victory of the western Teamsters over the Yakima apple growers, Elmer Briner, secretary-treasurer of Crotherville Local 694, which has been fighting the Morgan Packing Company for over three years, said:

"That something can be accomplished by concerted and co-ordinated action is now proved."

Indianapolis Joint Council Invites Other Locals to Affiliate

INDIANAPOLIS.—Joint Council of Teamsters No. 69 is anxious to have more Local Unions affiliate with it, according to a letter addressed to central Indiana Locals by Albert Tyree, secretary-treasurer of the new joint council.

The Joint Council was founded last month when Indianapolis Locals 233, 716 and 135 were granted an official charter from the International Union.

Reason for establishing a joint council was that the war situation and the difficult times to follow call for increased energy and coordinated action of all Local Unions.

Said E. J. Williams, president of Joint Council 69: "We will be only too happy to have other central Indiana Locals affiliate with our Joint Council. We invite them. Affiliation will not mean the loss of local autonomy at all; it will mean the strengthening of all Locals. With our resources of money and business agents pooled, we can accomplish a great deal."

A vigorous program has been outlined of which one of the most important features is to be a promotional league. This league is to be fashioned after the highly successful one of Seattle Joint Council No. 28 which is directed by Paul Revelle.

— BUY DEFENSE STAMPS —

Local Union 716 Signs New Pact With Contractors

INDIANAPOLIS.—Signing of a new agreement with the Marion County Building Contractors' Association was announced this month by Al Tyree, secretary-treasurer of Local Union No. 716.

The contract, which governs the wages and working conditions of employees of over 90 companies, provides for the closed shop, eight-hour day and 40-hour week. Time and one-half shall be paid for overtime and double pay for Sundays and holidays.

Drivers of trucks of up to three tons capacity will get a 10-cent hourly raise, bringing the rate to 80c an hour. Drivers of heavy-mix trucks exceeding three tons will get \$1.00 per hour.

"Employers Will Gain"

"Negotiations were friendly throughout. It is a fine contract from which both employees and employers will benefit. The employees will gain in improved wages and working conditions while the employers will gain from the stabilizing effect the contract will have upon the entire industry," said Al Tyree, secretary-treasurer.

NOTICE, TEAMSTERS!

The Indiana Teamster is your newspaper. It is willing and anxious to publish news about Teamsters of the state of Indiana. If you have any items to contribute that might be of interest to your brother Teamsters, either give them to your local secretary, or send them directly to the editor, 28 West North St., Indianapolis. Poems, gossip, jokes, stories about brother Teamsters who are in the army, etc., are all acceptable. We are eager to print the news that you want to see. So come on, boys, with your suggestions!

Watch Those Tires, Warns Clyde Birdsong

EVANSVILLE.—In a message to the membership of Local Union No. 215 here, Clyde Birdsong, secretary-treasurer of the Local, cautioned everyone to take extra care with the equipment he operates.

"Difficult to Replace"

Said Mr. Birdsong: "All equipment is going to be very difficult to replace while the war is on and for some time after it is over. It is almost impossible right now to get new trucks, and none are being made for civilian purposes. You can see how important this makes it for us all to 'baby' even the most rickety and ancient piece of equipment."

"Drive Sanely"

"As a matter of fact, it is our patriotic duty to keep these trucks in the best possible shape, for while we are at war the hauling of defense materials is of prime importance. And a truck that is in a workshop or wrecked by the side of some road is no good to Uncle Sam. Safe and sane driving is in order now for sure."

"Keeping your tires in good shape is very important. You all know what a problem it is now to get new tires. Safe, moderate driving will make them last longer. I cannot urge you too strongly how important it is to watch that equipment."

LOCAL 144 NEGOTIATES

Local Union No. 144 is at present negotiating a contract for Terre Haute taxi drivers. The Local is attempting to get a 30 per cent raise for these men. That sounds like a lot, but if you will stop to consider that these men are so lowly paid you will understand.

Insurance Report Shows How Firm's Non-Union Trucks Are Running Wild Over Highways

Scab Drivers Injure 22, Bump Into Bridges, Kill Farm Animals; Sharp Letter From Insurers Reveals Wanton Destruction of Property

By LESTER M. HUNT

How a non-union fleet of trucks left a trail of death and destruction across 22 states is written in the bloody statistics of an Indianapolis insurance agency.

The statistics involve the operations of the Morgan Packing Company of Austin, Ind., for the eleven months prior to last October 11.

They show that during these 11 months the trucks of the Morgan company, operated by scab drivers, were involved in 230 accidents. They killed eight people and injured 22. They bumped into bridges, killed farm animals, turned over on the highway and in several instances went bounding off the highways across the open fields, possibly in pursuit of more game.

Insurance Agency Protests

The Morgan trucks could hardly have inflicted more damage if they had been equipped with machine guns. As it was, they set a record for non-armored vehicles.

The dismal record of the Morgan drivers was recited in a sharp letter from the Hadley-Mahoney Insurance Agency of Indianapolis to the Morgan company demanding steps to stop the appalling destruction.

Judging from the insurance letter, Morgan's non-union drivers do not understand the simplest rules of safe driving.

Here's what the insurance company told the Morgan Packing Company about its scab drivers:

"This year has been a very disastrous one, and we believe a large percentage of the accidents have been preventable and we know that more care must be taken from now on."

Careless and Incompetent

"A number of accidents, and two serious ones especially, have been caused by our units trying to pass other cars, and they have been unable to do so without consequences which are extremely serious."

"Morgan drivers should be well acquainted with the rules which have been laid down, and which, if followed, would prevent 60 per cent of the accidents that have been reported this year."

The letter then explains, as a father would to his child, what double lines on the pavement mean, and how a driver should have clear visibility before trying to pass. And it continues:

"Drivers have been careless about speed on curves and we believe the average speed of Morgan units has grown to a dangerous point. Alibis have been presented by drivers who have been unable to stop within a reasonable distance, that brakes and other mechanical parts of the unit were faulty."

"Another bad habit is that we are driving too close to the unit in front."

Equipment Badly Damaged

And here's something that should make other non-union employers pause. The letter remarks:

"More serious damage has been done to the equipment"

(Continued on page 4)

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Volume 1

No. 6

Bundles (of Dollars) for Congress

The mother with a quivering lip who has just sent her son to battle will be greatly cheered by the news that Congress appreciates her sacrifice.

Congress has voted a pension—not for the boy, but for Congress.

No doubt her prayers for her boy each night will include a wish that God will be good to the fearless men on Capitol Hill whose spirit of sacrifice and leadership has so thrilled the nation in an hour of peril.

The man walking to work in a patriotic effort to save rubber for the government will swing along through rain and snow with a high heart, as he ponders the great example that Congress has set for a suffering nation.

The men of the Teamsters' Union, who cheered when their executive board turned over eight million dollars of their hard-earned money to the government without interest, will doubtless cheer again when they find that Congress has grabbed this money to put in their own pockets.

The Teamsters had the idea that this money was needed for the bleeding men in the mud of the Bataan peninsula. They were mistaken. Congressmen come first. It would be unseemly for a congressman, even though retired by his indignant constituents, to ever feel the pinch of poverty or labor for a livelihood.

But let us not judge these men harshly. After all, they are the men who have shaped our national policy so that we would be prepared for any peril. Remember how they fortified Guam! Remember how they sank 15 of our battleships and seven of our cruisers in a grand gesture of pacifistic paranoia!

Remember how Senator Borah saved us from militarism by letting us in on the secret that Hitler was a peaceful man and that there would be no war? By all means, we should lay a thistle on the grave of this statesman.

And those other statesmen and patriots—Burton K. Wheeler, Gerald P. Nye, Hiram Johnson, Robert A. Taft, Hamilton Fish, and all the other fish out of water—are they not entitled to a tribute for submerging political considerations to support the President through this generation of jeopardy?

We suggest that they review MacArthur's troops and explain to them that we cannot send them airplanes until Congress has received its pension.

And they could stop off to give a pep talk to the survivors at Pearl Harbor on their return trip—if there was a return trip.

There are undoubtedly many ways in which Congress could be helpful to the country, even though they may not have occurred to Congress.

For instance, they might all grab guns and start shooting each other.

But the picture is not too dark. Every great emergency has brought great heroes to keep the torch of inspiration aflame for coming generations.

Valley Forge gave us George Washington; San Juan Hill gave us Teddy Roosevelt; the Argonne gave us Sergeant York.

And Pearl Harbor gave us pensions for Congress!

These 'Appeasement' Columnists

Columnists Boake Carter and Hugh Johnson almost broke their necks declaring their allegiance to their country after the Japs attacked Pearl Harbor. They're breathing fire now for more war, but only a few days ago they were members of that so-called "America First" thing which has been fighting defense for so many months.

The Chicago Tribune, while somewhat meekly admitting that now we have got to fight, is still throwing cold water at the British and making nasty cracks about the Navy.

The official view of our government is that we must have co-operation and mutual respect with our allies in this conflict. We may count on the appeasement and pro-Nazi elements to attempt to stop that, and when they can't think of anything else to howl about they will attack FDR.—The Washington Teamster.

LOCAL 520 SIDELIGHTS

By STEVE TOTI

John F. Conroy, of Local Union No. 835, a milkman, and a brother of the Chief of Police here, is one of our city councilmen. Johnny has helped the Teamster movement here a great deal and deserves another term. He comes up for re-nomination in May. So do not forget him.

We were sorry to hear of the recent death of J. E. and H. J. Turner's mother. She died at her home in Kentucky. J. E. Turner is employed by Michigan Motor Freight; H. J., by Certified Concrete Company.

We wonder what happened at the Calumet Teaming and Trucking Company the other day after pay day when William Melton came to work with a shiny red nose. Mathew Bler shooshed and told the boys who took him home to keep quiet and not wake up the landlady. You didn't wake her, Bler, she was standing on the top stair watching the boys drag you up!

Who told Papa Justak, of Justak and Sons, that he had more trucks than the city of Chicago had street cars, and how did papa feel?

Sign of spring at Local No. 520: When you hear somebody make a motion to open the "Excavators' Contract" at our regular meeting, we officers know that spring is just around the corner.

We have started to negotiate new contracts for the boys employed in the following: Fuel, Lumber and Building Materials, Excavating and General Drivers and Dry Cleaning. Soft drinks, etc., will follow soon.

We were instrumental in getting a 7:00 p. m. closing time for gasoline stations. The gas stations now open at 7:00 a. m., close at 7:00 p. m.

The new wage scale for road work in Lake and Porter Counties is 90¢ per hour for trucks of capacity up to 1½ tons. Trucks of capacity up to 2½ tons receive \$1.00 per hour. Three tons or over and semi-trailers receive \$1.20 per hour. That is, the drivers do. Contractors' Association, please copy.

I watched Joe Vozar, of the Washington Lumber and Coal Company, drink beer the other night and noticed that he would order a glass of beer, then swallow the entire contents in one gulp. Then he would let the empty glass set awhile before ordering another and repeating the same process. Each time it went down in one swallow. I went over to him and asked, "Do you always drink beer like that?"

"Oh, yes," he answered, without looking up, "ever since my accident."

"What accident?" I questioned. "Why," he said, looking amazed, "I had a full glass of beer knocked over."

I asked no more questions.

As George Spolarich, alias "Spinach," of Calumet Trucking, says, "I am willing to go to the army, but I don't want to be rushed."

Hey daddy, I want a cigar.

George Hrnjak, of Dr. Pepper, is the proud father of a big baby boy. Bob Scriber, of the Calumet Teaming and Trucking Company, is celebrating the arrival of a baby girl.

Both fathers came through the nerve-racking ordeal in top-top shape. The doctor helped the boys a great deal by saying, "Cheer up, boys, I have never lost a father yet."

Have you bought your Defense Bond yet?

Let's Have a Fair Tax

The fact in itself that Congress is considering new tax legislation to pay for the tremendous burden that war has placed upon the public purse does not disturb us. We know that we cannot go merrily on our way without feeling the pinch of the emergency somewhere, whether we are in the armed forces, at the front or at home engaged in defense work.

We are certainly quite willing to make any necessary sacrifice as our share of the price of maintaining freedom.

But we are disturbed by the kind of tax that is being considered—the general sales tax.

This tax would place an unnecessarily harsh burden upon the lower income groups. For example, to a man making a hundred dollars weekly, three cents added to a loaf of bread or a quart of milk is troublesome but does not limit the quantity he may purchase, but to another man making only thirty dollars weekly, the added pennies work a severe penalty. As a matter of fact in the latter case, it is probable that this man will have to cut down upon certain nourishing foods. This is but one example. There are a thousand other ways in which this kind of tax is unfair and inequitable.

As a matter of fact there is a rule to which a tax must conform in order to be fair. That rule is that the tax must be levied according to your ability to pay. It is obvious that the sales tax does not conform to that rule. The income tax does, however.

Therefore, we believe that the present income tax base should be broadened and the rate increased. In that way, the man with a high income will pay what he can afford, while the man with a low income will not be unduly burdened. The weight of the tax would thus be borne uniformly by all classes of citizens.

The levying of a general sales tax would constitute a terrific blow to civilian morale and it would be as undemocratic a move as could be taken in the name of democracy. It would make the poor even poorer, and undoubtedly drive many to the relief rolls again.

In the wake of a sales tax you would find undernourished children and ill-fed vital defense workers.

It is hoped that Congress will heed the faint cries of the public in this matter instead of the well-paid, husky voices of certain Washington lobbyists who for selfish reasons are pressing for enactment of a sales tax law.

Of course money is needed to prosecute the war. And we are eager to pay it. But let's not cut our own throats before we get a whack at Hitler's. We urge Congress to levy a fair tax, the net income tax. This will enable all income groups to share fairly the costs of the war.

Every Teamster should write his Congressman and Senator urging them to do all in their power to discourage this unfair sales tax that will only bring suffering to the great masses of the population.

Investigate the America Firsters

Little Laura Ingalls is about to fly away to prison.

They found a wad of German money in her sock.

And thus another rainbow of the America First Committee has ended in a morass of treachery. The Ingalls woman will follow to prison the secretary of Congressman Hamilton Fish, who was also a playmate of the Nazis.

And Fish, the employer of this traitor, was playmate of the America First Committee. His speeches attacking the United States government were gleefully reprinted by the Germans, along with those of Wheeler, Nye, and Lindbergh, to slow down defense in this country, reduce aid to England and Russia and promote dissension in the face of extraordinary danger.

Perhaps these men are just saps. Perhaps they are not Quislings. But in view of the record, we hold our own opinions. We do not believe they were saps.

Which brings us to the point of this editorial.

What ever happened to that proposed investigation of the America First Committee? Is it to be covered up merely because a couple of pigs squealed when they were caught under a gate? Just because Wheeler and Lindbergh are now trying to learn the words of the national anthem doesn't mean a thing. They will probably try to sing them to the tune of "Die Wacht Am Rhine."

Already enough has been revealed in the criminal courts to expose the America First Committee as a gigantic conspiracy against the government of the United States and the security of its people.

Already it has been revealed that the America First Committee has not disbanded, but has merely gone underground to continue its conspiracy for the benefit of the nations with whom we are at war.

Now that we are in war, the America First Committee can do us far more harm than it was able to accomplish through its Ingalls, Wheelers, Nyes, Lindberghs and Fishes while we were at peace.

It should be our first order of business to probe this sinister move to the bottom and put the brand of Judas on every man and woman who participated in this conspiracy, recognizing it for what it was.

The lives of our soldiers, our sailors and our defense workers are at stake. They are entitled to protection at their backs while they fight and labor for the preservation of human freedom.

And there can be no protection from the knife in the back, as long as such mobs as the America First Committee are permitted to skulk in the shadows.

STATE COUNCIL'S OFFICERS ARE ALL RE-ELECTED

President Hess Points to Group's Progress

INDIANAPOLIS.—All officers of the Indiana State Drivers' Council were unanimously re-elected for the coming year at the January meeting of that body.

The State Council, which was organized several years ago to co-ordinate and strengthen the activities of the Indiana Teamsters' local unions, has made a great deal of progress. In addition to its monthly meetings in Indianapolis, where valuable information is exchanged by the delegates, the Council publishes its own publicity organ and has a full-time representative.

Thanking the delegates for his re-election as president of the Council, Pat Hess, of Fort Wayne, said:

"I am honored that you have again chosen me to head the Council. And I know all the other officers are, too. I will continue to do my very best for the Council and the thousands of rank-and-file members which it represents.

"The Council of today is hardly like the original group. No one showed up for meetings then. Now there is a great deal of interest in its activities, and almost every local union participates. We will continue to accomplish a lot through co-operation.

"We have a permanent representative in the state capital to watch out for our interests and to keep us supplied with information. The future will undoubtedly see many more Council functions."

—AFL IS AMERICAN!

Kokomo Local Sends Eight More to Army

KOKOMO.—Local Union No. 759 is proud of eight more of its members who have gone to the service of their country.

The new soldiers are: William Baber and John Selvig, of Kain's Motor Freight, Logansport; Earl Kantzer, L. B. K. & I. Transit, Logansport; Marvin Holiday, of Miller Transfer, Kokomo; Wilbur Shockey, of Dekle Coal and Beverage, Kokomo; Bernard Brindle, of City Transfer, Peru; Charles Fenimore, of Hayes Freight, Peru; and Wendell Zellars, of Saunders and Douglas, Logansport.

"Local 759 boasts many men in the service of freedom. And we are indeed proud of this latest group to go," said Chambers.

—BUY DEFENSE STAMPS—

Scrap Metal Company Signed by Local 369

MARION.—Twenty-seven men received pay raises of ten cents an hour as the result of an agreement concluded here this month between Local Union No. 369 and the Grant Iron & Metal Company.

The agreement calls for the 40-hour week and time and one-half for overtime. Other standard union conditions were obtained.

The negotiations were conducted by Pat Mahoney, secretary-treasurer of Local 369.

—BUY DEFENSE BONDS—

Election Won By Local 716

INDIANAPOLIS.—Employees of the Indianapolis Paint and Color Company this month elected Teamsters' Local Union No. 716 to represent them in collective bargaining.

The winning of this election climaxes a year's effort on the part of the warehousemen and drivers to become affiliated with Local 716. Contract negotiations are under way.

South Bend Buys More Defense Bonds



SOUTH BEND.—Bank official is shown handing Walter Biggs, president of Local 364, receipt for \$15,000.00 worth of Defense Bonds. George Campbell, secretary-treasurer of Local 364, and Norman Murrin, business agent, look on. This Local Union now has \$25,000.00 worth of Bonds, a fact of which it is proud.

TAXI TWADDLE FROM LOCAL NO. 141

By OTTO MOREHOUSE

Andy Ruch, of the South Bend Cab Company, knows every horse by its first name. He claims he only drives a cab to have some place to go at night. Wish he would introduce us to some of these nags so that we could make cab driving an avocation instead of a vocation.

Barney Elmore, president of Local No. 141, has the right idea. He is buying a Defense Bond every month. His motto is: BUY A BOND TO BEAT THE BUND!

Ray Shafer has a new heater in his cab. He is sleeping much better on the stand as a result. We are very happy for him.

Brother Longacre showed up for work on one of those sub-zero mornings looking like a Russian general in full regalia. He was wearing one of those old yellow outfits.

Wonder if Spaget Sepenak is living up to his New Year's resolution to go home to sleep instead of snoozing in his car?

Brother Thornburg is taking vitamin C pills so he will be able to change a tire. Damon Turner says that he should take more than one a day, however.

Butch Busis says it was so cold last month that his meter froze up!

Bert Liss, owner of the Indiana Cab Company, called his men together to ask them to help keep the equipment in the best possible shape because of war conditions. Chicken-in-the-rough was served, but it didn't seem to be so rough but that all the drivers were able to handle it.

No news from the Yellow Cab this time as they have not yet thawed from the severe cold spell last month.

Roy Sharpe, our secretary, says someone made a mistake and installed air conditioners instead of heaters in the Yellow Cabs.

Go easy on those tires, fellows. Don't know when we'll get others.

—BUY BONDS AND STAMPS!

See you next month.

"RED" STOKES SHINES AS 135 WINS PIN MATCH

INDIANAPOLIS.—Local Union 135's crack bowling team again proved its mettle this month as it rolled over the Foster Freight Line's team of Lafayette. The match was held at the Pritchett, Hunt and O'Grady alleys here on Sunday, February 15. Total match score of the winning 135 team, captained by Harry "Red" Stokes, was 2,549.

Here are the individual scores:

FOSTER	
Chas. Holcroft	450
Geo. Coffman	495
Frank Humphrey	428
Chas. Hillhouse	520
Geo. O'Garn	541
Total	2,434

LOCAL 135	
Joe Pond	480
Wm. Sage	449
Bert Willman	491
Harry Stokes	618
Warren Miller	511
Total	2,549

Highest individual score was Stokes' 618.

Local 135's team is anxious for more games. Write to Harry Stokes, 28 West North Street, Indianapolis.

—HAVE IT DELIVERED—

E. Chicago Feels Safe; Cops Are Ex-teamsters

EAST CHICAGO.—No one can say that the Teamsters' Union has not done its share towards keeping peace and order here, according to Steven Toth, secretary-treasurer of Local Union No. 520.

The reason is that the Chief of Police and about twenty policemen are withdrawal card members of this Local.

Said Mr. Toth, "In East Chicago, we don't say, 'Hi, copper,' when we meet a policeman. We call them buddies!"

The two latest truck drivers to become policemen are Ed Rysiewicz, of the City Barns, and D. Belzski, of the Twin City Cleaners.

"We wish them luck in their new jobs, and are proud they were members of our Local Union," said Toth.

TEAMSTER TIPS FROM 364

By GEORGE CAMPBELL

President Walter Biggs has been appointed to the Committee for Conservation of Waste Materials which is part of the Office of Civilian Defense. So we may expect to see Brother Biggs casting a wary eye at all the waste paper baskets in the office, and perhaps making a Hurwich or a Ciralsky out of every business agent here.

An agreement has been negotiated with the Sawyer Biscuit Company of Chicago calling for wage increases of \$4.00 weekly for highway men, and \$6.25 for city delivery men. This is the same contract that yours truly signed with the Schulze Biscuit Company three weeks ago.

Our city freight men are very happy about their new agreement which gives drivers 80c an hour; dock men, 70c; and dock foremen, 85c. Much favorable comment from other members and a few non-members has been received relative to this contract. This wage scale should show the unorganized just what can be accomplished by union.

Business Agent Fleck of Goshen is all a-jitter these days because there is a rumor, still unconfirmed, however, that there will be a new government plant built over in his territory.

Furniture and department store contracts will expire in May, so there will soon be meetings to discuss the proposed new agreements.

Many of our members are active in civilian defense activities.

Local 362 Urges Its Members To Pay Their Dues on Time

HAMMOND.—Dues must be paid on time in order to be eligible for benefits provided by General Drivers' Union-Local 362, according to Frank Grunewald, business manager for the Local.

The importance of prompt payment of dues was brought home in a statement to the membership by Mr. Grunewald. It read:

"This story should serve as a reminder to all members. Re-

BAKERY DIVISION OF LOCAL 135 MAKES PROGRESS

Grows from 36 to Over 400 Members in Year

INDIANAPOLIS.—The Bakery Drivers' Division of Local Union No. 135 here, which is barely a year old, reports that it already has over 400 members and 31 signed agreements to its credit.

The first year of organization has seen wage increases ranging from \$2.00 to \$12.00 weekly; while hours have been reduced from 18 to 10 hours a day. All contracts provide for from one to two weeks' vacation with pay.

Only 36 Members Last Year

Only a year ago there were but 36 members in the Bakery Drivers' Division, which now has over 400, and is still growing.

Negotiations are in progress with Century Biscuit Company, Home-Made Pie Company, Regen Bakery, Omar Baking Company and the General Baking Company. C. E. Davis, business agent, said that he hoped to have good news to report in the near future regarding the organization of these companies.

Speaking of the progress made, C. E. Davis, business agent in charge of the Bakery Drivers' Division, said: "The men are happy with their conditions of work. They realize the benefits of a strong, closely-knit organization and are good union men. I am proud of them. They are among the best that you will find in the Teamsters' Union, or anywhere for that matter. I am glad to work with them."

Men Like Union

As a matter of fact, the bakery drivers are so interested in their union that they recently voted a one dollar fine for those who do not attend meetings. This action was taken of their own accord and on their own initiative. So far only three fines have been levied.

The companies which are now in the union fold and have happy, satisfied employees are: Continental Baking Company, Hostess Cake Company, South Side Baking Company, Grennan Cake Company, Purity Bakery Company, Colonial Bakery Company, West Baking Company, Rumpke Baking Company, Ward Baking Company, Schultz Baking Company, Sawyer Biscuit Company, Perfection Biscuit Company, National Biscuit Company, Blue Ribbon Pie Company, Butter Crust Pie Company, Gleason Pie Company, H.H. Hurst Bakery, Rushville; Kessler Bakery, Greensburg; American Bakery, Greensburg; Bewley's Bakery, Westport; Grocer's Baking Company, Bedford, and Purity Baking Company, Lafayette.

Lively Meetings

Bakery drivers meet at 28 West North Street on the first Tuesday of the month. The meetings are usually well attended and lively.

"All should come to the meetings," said Mr. Davis.

cently a brother, who has been a member of Local 362 since November 23, 1916, more than 25 years, paid his dues on the 18th of October—three days late. He was, therefore, ineligible for benefits.

"Brother members, it is so much more pleasant to say, 'Yes, you are entitled to benefits,' than to say, 'Sorry, but you neglected paying your dues, before the 15th of the quarter.'"

Morgan's Scab Trucks Are a Menace to the Public Safety

(Continued from page 1)

owned by the Morgan Packing Company this year than in any other year.

"In carefully going over the reports of these accidents we wonder why some drivers run the risks they do when the equipment in their charge is extremely valuable and necessary in the service of the employer.

"Equipment should not be placed in charge of drivers who are not thoroughly aware of their responsibility, and certainly not in the hands of drivers who are inexperienced."

That is the story of how the Morgan company is getting along with its non-union drivers. The statistics on which the letter was based show that the Morgan fleet was involved in 148 collisions with other vehicles in 11 months.

Roller Over on Road

Ten more drivers collided with bridges and 27 others ran into other fixed objects, such as telephone poles and buildings. They couldn't even dodge something that wasn't moving. And when there was nothing around to run into, the trucks rolled over on the highway like trained seals. Eight drivers capsized their trucks. Ten others ran off the road entirely, probably being accustomed to driving in cow pastures.

One other accident is listed as non-collision but the insurance company didn't give the details of it. A driver might have tried to take a short cut across a lake.

While the Morgan drivers bagged five animals, their score on pedestrians was zero, probably because everybody runs when they see a Morgan truck coming over the horizon.

Indiana Suffers Most

Indiana was the greatest victim of the Morgan trucks, suffering 116 of the total of 230 accidents. But the Morgan trucks still roam at will around Indiana, notwithstanding the supposed severity of its traffic laws.

Ohio was second on the Morgan casualty list, with 36 accidents, and Kentucky was third with 16 and Illinois fourth with 11. The remainder of the accidents were scattered across 18 other states where Morgan operates, running from New York through the Middle West and South.

The Teamsters' Union has been on strike against the thirty-million-dollar Morgan outfit for three years. But the company won't pay union wages and operate a union shop. It would rather pay insurance premiums and operate a repair shop.

And because Morgan refuses to hire trained, responsible drivers, eight people went to the morgue and 22 others went to the hospital in 11 months!

Every time a customer buys a can of Morgan products, he is financing a traffic hazard. Even if the state authorities fear to offend such a wealthy corporation, the public could eliminate this public menace overnight, and improve their health as well, by refusing to eat Morgan canned foods.

Kokomo Signs Up Seven Coal Co's.

KOKOMO.—Signing of a new contract with the seven leading coal companies of Kokomo has been announced by O. B. Chambers, secretary-treasurer of Local 759.

The agreement, which will expire January 1, 1943, calls for a 15 per cent increase in wages, seniority rights, checkoff system and the closed shop. The pay increase is retroactive to January 1, 1942.

"This agreement was reached after very friendly negotiations. The employers showed a fine spirit of co-operation all the way through," said Mr. Chambers.

The companies under contract with Local 759 are: Coady Coal Company, Central Coal Company, Ellis Coal Company, Consolidated Coal Company, Sumption-Heady-Hunt Coal Company, Workman Coal Company and the Hansell Coal Company.

Members of organized labor should patronize these fair companies when buying coal.

In the Know With Kokomo

By O. B. CHAMBERS

On the sick list at Local 759 are: Richard O. Gray, Leppert Bus Lines, Peru, and McClellan Mullins, Miller Transfer Company, Kokomo. We wish them speedy recovery!

Lee Lantz, Local 759's assistant business agent, has gained 25 pounds in the seven months he has been on the job. Inflation is already here for him, we guess.

The Colonial Baking Company of Kokomo is now 100 per cent fair. The bread is baked and delivered by union labor.

It seems to be hard for the office girl of Local 759 to become settled in Kokomo due to her interests which center around Frankfort, Ind.

Hayes Freight Lines and City Transfer, of Peru, and Commercial Motor Freight, of Kokomo, have signed the new city agreement. They paid back pay retroactive to November 15, 1941.

Commercial Motor Freight has settled the back-pay claims of Albert Kaufman and Harold LaFollette for violations of the old Over-the-Road Agreement.

The next meeting of Local 759 at Logansport will be held there in the AFL Teamsters' Hall at 10:00 a. m., Sunday, February 22. The regular general meeting is held at the Labor Temple in Kokomo the first Sunday of each month at 10:00 a. m.

Yakima Apples Are Fair Again

(Continued from page 1)

nated action against a mighty labor-hating foe was proved by this victory. This means that we can and will bring the Morgan Packing Company to terms. But it will take the kind of co-operation and hard work that Mr. Beck and his assistants put forth. Every city where Morgan is delivering his products and where there is a Teamsters' Local should become an important center of our fight. Our strike against Morgan has been on three years. We are not going to give up now, especially after the example set by the western Teamsters."

Representing the Western Conference of Teamsters and Yakima Unions in Washington, D. C., were B. I. Bowen; C. V. McCoy, secretary of Teamsters' Local 524; Samuel B. Bassett, attorney for the Unions, and Frank Tobin, statistician for the International Office of the Teamsters' Union. Fred Tobin, of the International's legislative staff in Washington, also co-operated splendidly.

Hoosiers Encouraged

Indiana Teamster leaders were encouraged over the outcome of the Yakima strike. They believe that this campaign points the way to bring Union conditions to the Morgan Packing Company, of Austin, Indiana.

This victory shows that powerful interests like the Yakima apple growers or the Morgan Packing Company can be beaten if the fight is carried to the marketing centers of the nation. In their own districts where these interests control the courts, the police and the local population, it is virtually impossible to make any headway.

FLASHES FROM FORT WAYNE LOCAL 414

By PAT HESS

Drivers and inside help of the Michigan Furniture Company have received a very substantial wage increase.

The eleven-million-dollar General Electric defense plant at Decatur is well under way. John Hampshire, assistant business agent, has lined up matters in fine shape there.

Local 414 has purchased \$10,000.00 worth of Defense Bonds, and will buy more in the near future.

Members of Local 414 are very active in the Fort Wayne defense organizations. You will find Teamsters serving as Bond and Stamp salesmen, block wardens, fire wardens, police wardens and safety wardens. The home front ought to be safe with our boys guarding it.

Members on the sick list or in the hospital at present are as follows: Norbert Huguenard, Odie Murrell, Ed Topp, Leo P. Seitz, James France, Ed Leonard, George Hughes, J. H. Leonard, Delbert Hartman, all at home. J. W. Johnston is in the Garrett Sacred Heart Hospital; Edgar Grimm, St. Joseph Hospital. William Wise is still in a Chicago hospital with a broken leg.

Dump truck drivers and building material haulers were granted a very substantial increase under the new 1942 contract.

Bernard Ginther, Eskay Dairy truck driver, says he hasn't forgotten how to holler "Whoa" if certain things come to pass. He worked behind the plow handles many years before coming to town.

The question has arisen again as to why some of the executive board members receive mail at Union headquarters. Of course, there must be a reason.

Hadley Furniture Company employees have been granted an increase of \$3.50 per week.

City pickup and delivery drivers, checkers and dock men received a wage increase of seven cents an hour as the result of a new agreement concluded recently with the 27 companies which operate here.

Local 144's Bread Men Get Pay Hike

TERRE HAUTE.—Bread drivers here, members of Local Union No. 144, received a 10 per cent pay raise recently as the result of a new agreement.

Mr. O. Summers, Federal Labor Conciliator, was very helpful in bringing the negotiations to a successful conclusion, according to John O. Harkness, Local 144's secretary-treasurer.

— HAVE IT DELIVERED! —

Clean Towel Men Get Pay Raise

SOUTH BEND.—Successful negotiation of a new agreement with the clean towel companies here has been announced by Business Agents Murrin and Keiter of Local Union No. 364.

The contract will cover drivers at the Arrow Linen and Supply Company, American Laundry and Linen Supply Company and the South Bend Clean Towel Service.

All older men in point of service received a \$7.50 weekly increase. The starting scale for drivers will now be \$30.00. One week's vacation with pay was also provided for in the contract.

One very important feature of the agreement is that clause which calls for payment of the difference between compensation and full pay in the event of sickness. Thus the workers suffer no loss in total pay while they are off.

THESE FIRMS BUY FROM UNFAIR MORGAN PACKING COMPANY

CHECK THIS LIST!

Chas. W. Bauermeister Company, Terre Haute

Beyer Grocery Co., Fort Wayne

Bluffton Grocery Co., Bluffton

A. Brown & Company, Evansville

C. E. Bursley & Company, Fort Wayne

L. C. Callahan & Co., Lafayette

M. O'Connor & Co., Indianapolis

Dee Wholesales Company, Hartford City

John R. Figg Wholesale Grocery Company, Bloomington

Furnas Distributing Co., Westport

Gary Wholesale Grocery Company, Gary

George Hirtz & Co., Indianapolis

Joseph Goddard, Muncie

A. Grafe & Co., Terre Haute

John C. Groub Co., Seymour

Hale Distributing Co., South Bend

Hulman & Company, Terre Haute

Indiana Flour & Feed Co., Gary

Indiana Wholesale Food Supply Company, Gary

Inter City Wholesale Grocery Company, Peru

Jaggers Wholesale Grocery Company, Indianapolis

Chas. H. Johnston's Sons Company, Greensburg

S. Kahn & Sons Co., Evansville

C. D. Kenny Company, Richmond

Kothe-Wells & Bauer Company, Indianapolis

W. A. Leffel, Logansport

Linton Wholesale Grocery Company, Linton

A. L. Lutz, Hammond

W. M. Mattox Co., Terre Haute

J. P. Michael, Indianapolis

J. S. Mitchell, Windfall

McMahon & Leib Co., Marion

National Wholesale Grocery Company, Indianapolis

Peerless Service, Gary

A. H. Perfect & Co., Indianapolis

J. C. Perry Co., Indianapolis

Regal Stores, Indianapolis

Schnull & Company, Indianapolis

C. A. Schrader, Indianapolis

Simon Brothers, Inc., South Bend

E. E. Smoher, Muncie

Stogedill Fairway Market Company, Bedford, Bloomington and Muncie

Trembly & Williams, Greencastle

E. H. Walker Wholesale Grocery Company, Shelbyville

J. E. Walters, Indianapolis